

Entertainment.

CHIARINI'S GRAND
CIRCUS, MENAGERIE,
AND
CONGRESS OF WONDERS.



OPEN EVERY NIGHT,
At 8 p.m., Commencing at 9 p.m.

WEDNESDAYS & SATURDAYS,
TWO PERFORMANCES.

One at 4 p.m., and the other at 9 p.m.

Doors opening at 3 and at 8 p.m.

GRAND AND BRILLIANT CHANGE
OF PROGRAMME.

EXCELLENT DISPLAY OF DAHONG SKILL AND
DEXTERITY BY THE LADIES AND GENTLEMEN
OF THIS UNIQUE COMBINATION OF
WONDERS AND THE VALUABLE
AGGREGATION OF FORMIDABLE
WILD BEASTS.

To-night,

NEW EQUESTRIAN SCENES,
NEW WILD ANIMALS AND THEIR TRAINERS,
NEW MANIA PONIES EDUCATED BY SIGNOR
CHIARINI.

NEW JAPONIC MARVELS FROM THE MIKADO'S
OWN THEATRE, TOKIO.

DON'T MISS A TREAT OF THIS KIND!

L. MAYA,
Secretary.

Hongkong, August 23, 1887. 1600

Notices of Firms.

NOTICE.

THE AGENCY at this Port of Messrs.
CALDBECK MACGREGOR & CO.,
Shanghai, has this Day been transferred
to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above, I have this Day assumed CHARGE
of the BUSINESS at this Port of Messrs.
CALDBECK MACGREGOR & CO., WINE
and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY,

Hongkong, June 30, 1887. 1240

NOTICE is hereby given that the BUSINESS
of GENERAL STOREKEEPERS and
COMMISSION AGENTS previously carried on
at Foochow, in the Empire of China, under
the Firm or Chop of HOK LEE HONG &
Co., by TONG AH HOK and TAN KUNG SING
in Co-partnership, was DISSOLVED
on the 6th day of January, 1887, and the Re-
sponsibility of the said TAN KUNG SING for
any DEBT or LIABILITY incurred by the said
Firm or Chop terminated on the 6th day
of January, 1887.

HOK LEE & Co.,
Foochow.

Singapore, 17th May, 1887.

WITH Reference to the above, I, TONG AH HOK, of Foochow, beg to notify
the Public that the BUSINESS of the
HOK LEE HONG & CO., GENERAL
STOREKEEPERS and COMMISSION AGENTS, is
now being carried on at Foochow as here-
tofore by TAM KIM CHING, of Singapore,
Merchant and Myself, under the Style of
HOK LEE HONG & Co.; and that I hold
a Power of Attorney from the said Tam
Kim Ching as his Agent individually and
also as a PARTNER in the said Firm, to
transact all matters connected with the
Business of the Firm at Foochow.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

LITIGATION.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurance as follows:

Marine Department.

Policies at current rates payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 25, 1887. 496

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

CARTMELLENSHIRE, British Ass't, Capt. W.
R. COURTEY.—Adamson, Ball & Co.

ELIZABETH NICHOLSON, British barque,
Captain Geo. Falconer.—Malchers & Co.

KERRY, British barque, Captain W. R.
LAURE.—Order.

TARAPACA, British steamer, Capt. John
F. McARTHUR.—Gibb, Livingston & Co.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ANNE ROWE, Hawaiian brig, Captain J.
Phillips.—Wesler & Co.

CARTMELLENSHIRE, British Ass't, Capt. W.
R. COURTEY.—Adamson, Ball & Co.

ELIZABETH NICHOLSON, British barque,
Captain Geo. Falconer.—Malchers & Co.

KERRY, British barque, Captain W. R.
LAURE.—Order.

TARAPACA, British steamer, Capt. John
F. McARTHUR.—Gibb, Livingston & Co.

Notices to Consignees.

STEAMSHIP FANGSE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp and Bordeaux, by S.S.

Yoruba and President Leroy Lallier, in
connection with the above Steamers, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their rate at the Company's Godown, whence
delivery may be obtained immediately
after landing.

Optional cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. TUE-DAY (Wednesday), the 17th
August, requesting to be landed here.

Hulls of Lading will be countersigned by
the Underwriters.

Goods remaining unclaimed after WED-
NESDAY, the 24th August, 1887, at Noon, will
be subject to rent, and landing charges on
one cent per packet per day.

All Claims must be sent in to me on or
before FRIDAY, the 26th August, 1887,
or they will not be recognized.

No Fire Insurance has been effected
on the Underwriters.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 17, 1887. 1557

For SHANGHAI.

Per *Bindi*, at 9 a.m., on Wednesday,
the 24th inst. (Late Letters at 9.10 a.m.).

For NAGASAKI.

Per *Tetaro*, at 2.30 p.m., on Wednesday,
the 24th inst.

For SWATOW. AMY & TAIWANFOO.

Per *Thalei*, at 11.30 a.m., on Thursday,
the 25th inst.

For SHANGHAI.

Per *Centon*, at 2 p.m., on Thursday,
the 25th inst.

For HOKO & YOKOHAMA.

Per *Gibson*, at 4 p.m., on Thursday,
the 25th inst.

For NAGASAKI, KOBE & YOKOHAMA.

Per *Thief*, at 3.30 p.m., on Friday,
the 26th inst.

For SINGAPORE.

Per *Polyphony*, at 10.30 a.m., on Saturday,
the 27th inst.

For SHANGHAI.

Per *Veloz*, at 9 a.m., on Saturday,
the 27th inst.

For CHINA.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The usual hours will be observed in closing
the Mails, &c.

For SHANGHAI.

Per *Contract Packet Wolga*,
will be despatched on THURSDAY,
the 1st September, with Mails for the
United Kingdom, Europe and places be-
yond, via Marseilles, to Saigon, Straits
Settlements, Batavia, Burmah, Ceylon,
the Australian Colonies, Pondicherry,
Madras, Calcutta, Aden, Mauritius,
Egypt, Mafra, and Gibralter.

The Fairfield Shipbuilding Company (Limited), Govan, have secured the contract from the British Admiralty for the construction of two wood sheathed protected cruisers, which are to be named *Mercurius* and *Marathon*. The vessels are to be 265 feet long, 42 feet beam, and 19 feet draught, the tonnage being 2,850 tons. The speed to be attained is about 18 knots.

According to the *Chinese Times*—The working arrangement, for sixteen years, made between the Chinese Telegraph Administration, the second part, and the Great Eastern Telegraph Company and Eastern Extension Telegraph Company on the other part, was signed at Chefoo on the 11th instant by Sir T. T. T. and Messrs. Haenning and Judd. The Chinese land lines will now be allowed to connect with the Russian telegraph line at Nanchun near Pei-ki.

The *Foochow Echo* learns that the Sino-Religious which it mentioned some time ago, is on account of want of confidence between the Capitalist, Managers, and the Builder, in state of utter disorder. The *Echo* says:—The undertaking we have been confidently told was for the interest of one Colonial millionaire only, and that he alone is to furnish the sum of \$200,000 as Capital, but after more than half of the above sum had already been spent by him, his sanguine Celestials, fearing the weight of the Capital too much for him, has decided not to spend a cent more on the undertaking, and to leave the half finished establishment either to rot, or till he can obtain partners to take up the balance of the Capital.

THE *Gazette* of the 19th July通知—The Queen has been pleased to give and grant unto the undersigned gentleman her Royal Licence and permission that they may accept and wear the Insignia of the Third Glass of the Orders attached to their respective names, which his Majesty the King of Siam has been pleased to confer upon them in recognition of their services while actually and entirely employed by his Majesty beyond Her Majesty's dominions:—Order of the White Elephant, Third Class; James McCarthy, Esq., Captain in the Royal Indian Marine Service; John Loftus, Esq., a Captain in the Siamese Service; and Samuel Joseph Bird Ames, Esq.,

The London Correspondent of the *Bombay Gazette* telegraphs on the 3rd inst. that the Secretary of State for India has concluded an inquiry into the charges preferred against Mr. Wilson, the British Political Agent at Cambay, by Mr. Shamsu N. Land, Devan of the State. The principal charge was that Mr. Wilson had asked the Dewan to send his daughter for immoral purposes. It is believed that the Secretary of State does not agree with the view of the case taken by the Bombay Government, and Mr. Wilson's friend, confidently anticipated that he will be acquitted.

Sir Maxwell McMillan, the Senior Member of the Bombay Government, is dangerous ill.

We have reason to believe (says the *Broad Arrow*) that the Queen is personally desirous of acknowledging Sir Frederick Roberts' services by conferring upon him a peerage. Such an honour would fully compensate the distinguished military career of the Commander-in-Chief of the Indian Army. We make this announcement with peculiar interest, and we venture to say that no honour ever conferred by her Majesty can exceed the satisfaction with which the elevation of Sir Frederick Roberts to the peerage would be regarded by the Services and the country. The honour would come appropriately at the conclusion of his command with the public, and the Bazaar despatches, and it could well be the most popular of the Jubilee pageants.

Tarun says:—The *Rattler*, which left England for the China station at the end of last month, came to grief soon after leaving Gloucesther in what seems to be the approach for her Majesty's ships. It appears that some new patent composition had been used, instead of red-lead, at the connections of the feed-pipes, with the result that on July 3 the boilers were found to be nearly empty, the pipe to the main feed-engines and to the donkey-engines being completely severed. The ship was thus kept at a standstill for nineteen hours in the middle of the Mediterranean while the damage was repaired. I see that on her voyage as far as Malta the *Rattler* had rattled along at a trifle over seven knots per hour. It is to be hoped that there is no immediate need of her presence at Hongkong.

THE N.C. Daily News says:—Some Chinese fishers at Ningpo recently reported that there was a French iron-ore vessel or mail boat and 300 Barcares. In consequence of this, the Customs were going to send the *Ping Ching* out yesterday morning in search of the wreck, but—encounters having been made of three pilot boats which came in on Wednesday, and it being found that none of the pilots had either heard of or seen such a wreck, it was decided to delay her departure. It may be that this vessel referred to by the Ningpo fisherman is the *Mercurius*, which the *Ping Ching* will blow up if the wreck is found to be a danger to navigation. The *Ping Ching* will also cruise in the vicinity of the islands to ascertain if a vessel has been lost there since the wreck of the *Mercurius*.

By command of the Queen, a Levée was held on the 16th inst. at St. James's Palace, by the Prince of Wales on behalf of her Majesty. The Siamese Minister presented Captain A. J. Loftus, Bangkok, and Mr. A. D. Nebrunner, Siamese Consul, at Penang. The presentations also included Sir G. William Des Voeux, on appointment as Governor of Hong Kong. Mr. W. K. Swick, member of the Legislative Council, Hong Kong; Major Henry Edward Macmillan C.M.G., R.E. Colonial Engineer, Straits Settlements; Mr. Osborne Chadwick, C.M.G.; Commander R. Murray, R.N.; Assistant Harbour Master, Hong Kong; Lieutenant Henry M. Lambert, R.N.; Captain Jacob E. Sasseur, and Mr. Meyer E. Sasseur. Amongst those who attended the Levée were the Chinese, Japanese, and Siamese Ministers, also Sir G. F. Bowen and Admiral Sir William Dowell.

THE N.C. Daily News says:—We owe to the courtesy of the agent of the Messengers Company, M. J. Chas, the information that Messrs. Boyd & Co. have abandoned the salvega-operations at the wreck of the *Mercurius*. As we mentioned some time since the difficulties of the task were enormous. The strong odds made it only possible to work at slack water, and then the great depth was an impediment, and we understand that since the 10th of June there had been altogether only four or five days' diving work done. On the 5th instant the divers and salvaging party returned to the wreck, and the necessary operations. Unless the *Times* says, Mr. More is replaced by another, and the work is now being done by a crew of nearly as good, if not better, than the original party. The great national cause will be ripe for another auction operation, and no doubt Mr. Butler and Mr. Ma Kim Chung will be ready the one with the knife, the other with the anesthetic.

The *Rising Sun* of 10th instant says:—H. B.M.'s *Daring* arrived from Kobe on Friday last, and on Monday a.m. proceeded on her homeward-bound journey. On getting up board she was heartily cheered from H. M. S. *Mutine*, the U. S. S. *Onward* and the Portuguese gun-boat *Rio* and the compliment was due being returned. The only other foreign man-of-war in harbour, the French *Surcouf* Asia, being conspicuous by her silence.

The *Chinese Times* says:—Something like a financial panic is reported as prevailing in Hongkong due to excessive speculation in local shares. The crash was expected to have come at the time of the settlement of orders for two steamers had been placed in hands of Messrs. Russell & Co., and it is generally believed that second order, also for two steamers, had been given to the leading speculators in the colony to avert the storm. That bank shares have not suffered more than they have done affords qualifying evidence of the soundness of the institution. Other stocks are reported to be in state of collapse. The gambling spirit in Hongkong has been developed to a degree entirely disproportionate to the facilities to work in. Hence collapse like the present follows each other at comparatively short intervals. And so it will probably continue; the lesson of disaster is being quickly forgotten. The legitimate progress of the colony must however be greatly hindered by these frequent explosions.

The *Chinese Times* says:—A fire which might have proved serious broke out on Monday last in one of Mr. Dickson's houses on the Consular-road, a room used as an office by Mr. Wilfred Reavis. The fire originated in a waste-paper basket beneath a large desk, and before it was discovered the flames had got a good hold of the floor, the wainscot, and the desk itself, and the inner window frames and shutters were beginning to blaze. The fire spread very quickly, but a number of volunteers were soon on the spot and it was checked, and in less than 10 minutes was out. The cause of the fire being unknown, it has been attributed to spontaneous combustion. The house is insured in the London & Lancashire Fire Insurance Co., which satisfied the claim in full, the first it has had to pay in Tientsin. Fires in Tientsin are not by any means frequent, but when we think of the number of competing insurance agencies here, we marvel that there are no residents left uninsured.

The *London Daily News* writes as follows:—Last night, advised, dated May 30, from Saigon, bring information that will excite a most depressing effect upon British commercial relations with French Cochinchina, China, the trade with which province has never had of gigantic proportions, yet which hold much promise for the future. From reports now to hand, however, it would seem that our goods, if not the goods of all European Powers, excepting, of course, France, are to be practically shut out of the markets of that French dependency. The direct trade with Saigon has of late years been gradually gathering volume, and prospects for the future were looked upon as highly satisfactory. A considerable proportion of the goods consumed in Saigon have hitherto been transhipped from Singapore, which port, it is to be supposed, will suffer great loss by the innovations. There are nothing short of acceptance by the French Government of the proposals laid before it by the Chamber of Commerce at Saigon for the establishment of custom-house services at that place and for a tariff of duties which all foreign articles of commerce, other than those of strictly French origin or fabrication will be subject. This is practically sealing the fate of the neighbourhood to the French, on the duties which, advice goes on to add, were to come into force on June 1, are very heavy, if not altogether prohibitory. Thus the competition hitherto offered to French makers as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed as much to one pair as to the other, and if that were so, the violence, whatever it was, was offered to him by the prisoners. What was the history of the occurrences within that time? Two staves of policemen were sent out from the Police Station at the same time to disperse street gathertings, and he should say to the jury that the probable cause of this man's death was the negligence of the Police Inspector in having these men sent to ramble about in plain clothes, as likely to have struck this hawker as the two in the dock. A great deal of the evidence pointed

Mails.

Mails.

Intimations.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MANTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading, and ATAVIA, PESCARA, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PEKIN, Captain A. SYMONS, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ, CANAL and usual Ports of Call, on THURSDAY, 25th August, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and *etc.* of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 13, 1887. 1538

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama and Honolulu, on WEDNESDAY, the 31st August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Central and South America, by the Company's and connecting Steamers.

Through Passages Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco and return, \$200.00

To Liverpool ... 356.00

To Liverpool ... 327.00

To London ... 338.00

Another European point at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, August 12, 1887. 1592

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 1st September, 1887, at 4 p.m. the Company's Steamship BAYERN, Captain SANDER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st August. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, August 20, 1887. 1592

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 10th September, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:

To San Francisco ... \$200.00

To San Francisco and return, 356.00

To Liverpool ... 338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, August 8, 1887. 1483

Intimations.

THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which is intended to meet the wants of all students of Chinese and the circumstances of "Notes and Queries" in China and Foreign, has received its fourteenth volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining reliable and interesting information on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is now abundantly cultivated. Amongst the regular contributors are Drs. Chalmers, Etel, Betschneider, and Hirth, Professor Legge, and Messrs. Fawcett, Waters, Stein, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address: "Manager, China Mail Office."

NOTICE.

ADAMSON, BELL & CO., Agents.

Hongkong, August 16, 1887. 1870

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES AND PORTS OF

OF BRAZIL AND LA PLATA.

LONDON, BAVIERE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 1st September, 1887, at noon, the Company's Steamship VOLTA, Commandant BEVILACQUA, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 31st August. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, August 20, 1887. 1592

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 1st September, 1887, at 4 p.m. the Company's Steamship BAYERN, Captain SANDER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st August. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, August 20, 1887. 1592

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 1st September, 1887, at 4 p.m. the Company's Steamship BAYERN, Captain SANDER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st August. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, August 20, 1887. 1592

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 1st September, 1887, at 4 p.m. the Company's Steamship BAYERN, Captain SANDER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st August. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, August 20, 1887. 1592

NORDDEUTSCHER LLOYD.

NOTICE.

</